

The Anaconda Standard.

TWELVE PAGE EDITION

VOL. V.—NO. 301.

ANACONDA, MONTANA, SUNDAY MORNING, JULY 1, 1894.

PRICE—FIVE CENTS

Leys
Butte's
Leading
Jeweler
And
Optician.

A SNAP....

BARGAINS

Having Bought out the stock of C. Geist, the Upper Main St. Jeweler at a sacrifice, we will sell all of it at

50 Cents

ON THE DOLLAR.

Extraordinary Bargains!

Pickle Castors.....\$1.00
Card Receivers.....2.50
Napkin Rings.....35c
Cake Caskets.....\$ 2.75
Tea Sets.....12.00
Plated Knives.....1.25

Call and Look Over Our Bargain List.

Leys

THE JEWELER.

OWSLEY BLOCK, BUTTE.

Examine Our Show Windows This Week for

2

WONDERFUL

DRUG STORE DISPLAYS.

A Six-Ounce Piece of Floating
COCOS SOAP.
Unexcelled For the Bath. Only 5c a Cake

A Three-Ounce Bottle of
EAU DE COLOGNE
A Great Bargain At 25 Cents.

—E. E.—

GALLOGLY & CO.

Butte Pharmacy,

OWSLEY BLOCK, 12 N. MAIN ST.

R
GALLOGLY & CO.
BUTTE PHARMACY

NO LET UP.

The Great Strike Keeps Growing.

THOUSANDS ARE IDLE

Trouble Is Imminent All Along the Line.

MONTANA UNION TIED UP

Nearly a Dozen More Roads Were Looked Up Yesterday—The Situation Throughout Montana Showed No Material Change So Far as the Northern Pacific Is Concerned—The Roads Centering at Chicago Are in a Heap of Trouble—Riots Feared and Some Blood Has Already Been Shed—Judge Dundy Says If the Union Pacific Employees in His Jurisdiction Dare to Strike He Will Punish Them Severely—Talk of Debs' Arrest—The General Managers Say They Will Never Compromise and Will Run Their Roads With New Men—Some Trains Moved On the Southern Pacific in California—Strikers in Butte Doing All They Can to Protect the Public From Loss—Their Offer to Haul Bitter Root Fruit—The Situation of the Past Twenty-Four Hours.

BUTTE, June 30.—Matters in connection with the Union Pacific and the Pullman boycott came to a focus this afternoon and the Montana Union employees showed that they had made no idle threat when they said they would strike if another of the obnoxious sleepers was brought into Butte. The Montana Union yards were in a state of uncertainty and turmoil during the entire afternoon and were the scene of many exciting incidents from 1 o'clock until 6 o'clock, at which time all the employees of the road went out on strike.

The excitement reached its height at 5:40 o'clock, when the delayed Union Pacific train pulled in with the Pullman attached, and it would have taken very little opposition on the part of the management to have precipitated serious trouble.

It became apparent early this afternoon that there would be trouble and a strike at 1 o'clock seemed almost a certainty. Just before noon the following order was served on Fred Walker, the Montana Union chief train dispatcher, and a most loyal union man:

"We have been appointed a committee of the A. R. U. local lodge No. 33, to notify you that no Union Pacific train to which Pullman cars are attached will be allowed to run over the Montana Union tracks. You will therefore refuse to release for Butte any Union Pacific train at Silver Bow until further notice. C. B. Jolly, C. E. Allen, committee."

Accordingly, when the Union Pacific train reached Silver Bow at 12:40 o'clock, Mr. Walker ordered it to stay there. Every effort on the part of the management to induce Mr. Walker to give the train orders to run to Butte proved futile. He explained that if the train was brought into Butte it would result in a strike and it was his desire to avoid trouble if it could be done. When it became apparent that the train would not be brought in for some time at least, the hack drivers drove out to Silver Bow and most of the passengers were brought into the city.

At 2 o'clock a conference was held between General Manager Burns and J. H. Calderhead, C. B. Jolly and C. E. Allen, representing the A. R. U. The committee notified Mr. Burns that they would not allow the train to be brought in with a Pullman attached, and that if it did come in they would strike. They explained very clearly that they would have no dissatisfaction with the Montana Union unless the Pullman was brought in.

Mr. Burns stated that he was determined to bring the entire train if he could possibly do it, and there the conference ended.

Mr. Burns then undertook to get a special train to Silver Bow, but the dispatcher refused to give him a clearance order, and at 3 o'clock he and J. C. Flint drove to the assistance of the stranded train in a buggy.

It leaked out that it was Mr. Burns' intention to hold the Union Pacific train at Silver Bow until the Montana Union train from Anaconda, due at 4:12 o'clock, came along, and run in behind it as a second section. Mr. Walker learned of this and when the Montana Union train reached Silver Bow he issued orders to it to remain there, too, and then he practically abandoned both of the trains. Mr. Burns then devoted his attention to the train crew and a little before 5 o'clock he persuaded them to run into Butte on their orders.

In the meantime the two switch engines here and their crews had been hard at work lining all their cars up on the different side tracks and then throwing the trucks of the end cars off the rails. This was done in order to prevent miscreants from loosening the brakes and turning the cars loose, in which case they would run clear to Silver Bow and the action was taken more to protect the company's property than anything else. By 4 o'clock every car in the yard was securely blocked in the manner described. The only two Pullman cars in the yard were carefully deposited at the end of a blind siding and a car was dropped off on the ground in front of them.

tion following its arrival, but Conductor Burnham did not meet with a very hearty reception from the crowd of men who were gathered on the platform, and he was escorted by Dispatcher Walker for running in from Silver Bow without orders. The Union Pacific train was flagged in behind the Montana Union as far as Blue Bird by a nonunion man, where the regular flagman had been put off by the conductor of the preceding train. The train proceeded with great caution and the whistle was blown almost constantly.

The Union Pacific train pulled into the depot exactly at 5:40 o'clock. The truck was lined on both sides with members of the A. R. U. and their friends and the engineer was greeted with cries of "scab," "rat" and other names that are generally expressed in a moral newspaper by a series of dashes. As the train slackened its speed at the depot a crowd of men, in accordance with a prearranged plan, boarded it and cut the Pullman loose and it started down the grade in the direction of Silver Bow before the train came to a standstill.

As soon as the Pullman was cut loose a switch engine, that had been stationed at the lower end of the yard, started to meet it. Jack Burns, master of transportation of the Montana Union, ran after the car and brought it to a sudden stop by releasing the valve in the air brakes. He then stepped in between the Pullman and the engine and shouted to the excited crowd, "You had better leave this car alone, boys; you are liable to arrest if you interfere with it."

Mr. Burns had lost his authority, however, and the men brushed him aside with a derisive howl. The engine was then coupled on and the Pullman was quickly run over to a blockaded side track near round house. Two oil cars were then placed in front of it and run off the track on a switch. A crowd then surrounded the engineer and it looked for a few minutes as though they were going to mob him. He protested, however, that he was not to blame in the matter and promised to fully explain matters at a meeting of the A. R. U. No attempt was made to run the U. P. train out again and it was left standing on the main line.

The Montana Union train was turned around and started back to Anaconda at three minutes to 6 o'clock without a single passenger. The train crew was made up of George W. Burnham, conductor, H. McNeill, engineer, Jack Moore, fireman, and J. J. Kastenbach, brakeman. The train would have very likely remained here had it not been for the fact that the crowds wanted to get to their homes in Anaconda and quit there. On the arrival of the train here Jack Moore, the fireman, found an order from the A. R. U. at Anaconda instructing him to strike at once. President Calderhead of the local lodge afterwards gave an order allowing him to run to Anaconda, as the rest of the crew wanted to get home.

At five minutes to 6 Dispatcher Walker told Conductor Burnham that he would give him orders in a minute, but John Burns was so anxious to have the train get away that he told Burnham to run to Anaconda without orders, and he did so.

This afternoon came very near resulting in trouble. A special that was coming up from Garrison had orders to meet the Montana Union train here. The instant Dispatcher Walker learned that the Anaconda train had left without orders he called up Silver Bow and fortunately caught the special just as it was leaving the yard at Silver Bow.

Promptly at 6 o'clock every employee of the Montana Union walked out in accordance with President Calderhead's order. A special meeting of the A. R. U. was held this evening to discuss the situation. President Calderhead's action in ordering the strike was unanimously endorsed. Engineer E. T. Killum and Fireman E. S. Beardsley, who brought the Union Pacific train in, explained their action satisfactorily and were exonerated from all blame in the matter. The following committee was appointed to watch the Montana Union yards and prevent pilfering or any damage being done: A. R. McDuffie, Ed Dusie, W. B. Dye, L. Streker, Frank Oide and Ed Norrie. The following executive committee was appointed: J. H. Calderhead, James Strain, Fred Walker, William Guy and J. L. McDonald. The executive committee will meet at the Reid house at 10 o'clock to-morrow, Sunday, morning to select permanent headquarters and transact other business.

Dispatcher Walker stated that a special of three cars of fruit for J. F. Kelly, and two cars of stock would reach Silver Bow some time to-night and it was decided to send a crew of A. R. U. men to Silver Bow to bring the train in, purely as an accommodation to the people of Butte.

The following message from President Debs was received:

All Union Pacific employees are requested to leave the service immediately. Several points on that system are now tied up. Several men have been discharged for refusing to handle Pullman cars, but they may be assured there will be no settlement on any basis until each man on every road is reinstated. This is a fight against combined capital and oppression and we are sure winners. Do no violence but every man quit and stand firm. Put committee in charge and wire name of chairman, if not already done, Chicago is paralyzed. Strike extends to Columbus, Ohio.

The president of the A. R. U. at Lima telegraphed that all the members are out there.

The following came from Anaconda: Local lodge No. 33, A. R. U. is ready to respond to any call at any time. M. J. Foley.

President Calderhead telegraphed President Debs this afternoon that the Montana Union would be tied up tight at 6 o'clock this evening.

The following reply was received to-night:

CHICAGO, June 30.

J. H. Calderhead:

You are good boys. Everything is coming our way. The Michigan Central and Wabash went out to-day. Other organizations are taking up the fight and helping us make the blockade tighter every hour. All labor organizations in this city are ready to strike in sympathy and the revolution is now on.

The strikers here are showing constantly that they have the interests of the community closely at heart. When the Montana Union yard was blockaded this afternoon the cars containing supplies for the mines and smelters were carefully selected and set out in places where they can be conveniently reached by wagon.

The A. R. U. has also offered to have the

fruit from the Bitter Root valley brought into Butte, the farmers to pay only the actual cost of running the trains. It remains to be seen whether the company will accept this proposition or not.

Another hand car special was started out over the Northern Pacific this afternoon with Mrs. G. B. Edwards, wife of the agent of Columbus, Mont., and a lady friend. Mrs. Edwards came in from the south yesterday and was very anxious to get home. As soon as the strikers' committee learned of her wishes they made arrangements to accommodate her. Two hand cars were connected with long boards on which was placed coach seats for the ladies. The section crews will hustle them along and it is expected that they will reach Columbus, which is about 40 miles this side of Billings, by Monday afternoon.

ROUSING MEETING AT MISSOULA.

The Strikers Urged to Stand Firm and Assured of Victory.

MISSOULA, June 30.—There was no change in the local situation today except that the sheriff's office refused the request of the railway officials for deputies to guard the property. The refusal was made on the grounds that there had been no violence and that until it had been shown the present force was inadequate to handle the local situation, there was no necessity for increasing it.

This evening a mass meeting was held by the A. R. U. in the opera house, which was filled. H. A. Shepard, vice president of the union, presided and made a brief introductory speech stating that the meeting had been called that the public might fully understand the situation.

Hon. I. G. Donney, county attorney, was the first speaker. He said in part: "There are two parties to this struggle as to all contests. One must be right and one wrong. Which is right in this instance? One represents capital and one labor; one is working for the few and one for the many; one for gold and one for humanity. There can be no question as to which is right. It is stated that men are ready to haul freight, passengers and everything except Pullman cars, until the condition of the working men in the Pullman shops have been improved. Then and not until then would they handle the cars of that concern."

In conclusion, Mr. Donney said: "There is a war on to-day. There is a mighty battle being fought. It's true it's a battle with smokeless powder, but it is none the less effective and important in results. If the American Railway Union wins this struggle, it will have won the grandest victory ever won. The time is ripe. Now is the time to strike and to strike with the leader heel the mighty force now oppressing labor, and do not desert until the fight is won."

Mr. Shepard then read a bulletin that the Burlington system would refuse to handle Pullmans unless Pullman would arbitrate. This was received with wild applause.

The next speaker was Rev. W. B. Combe, who spoke feelingly of the position of the laboring man. He said he hesitated when asked to speak to-night as he had planned to discuss the question in his pulpit Sunday evening, but he consented in order to show his sympathy with the cause. He regretted that the belief was general that the churches are out of sympathy with the laboring class, but he wished to say he never forgot that the prosperity of the United States is due to the efforts of the laborers. Toil had done what brain alone was unable to do. The two are inseparable. Mr. Combe said he was reared at a blacksmith's anvil and was not ashamed of it. He wanted all to know he was in sympathy with the men because he had worked.

"We are in critical times," added the speaker. "The eyes of the whole world are turned to the United States. The wealthy are asking what will the end of these things be? All are alarmed. The millionaires have received money which should have gone to the laboring man." He then reviewed the cause of the strike and stated his belief in the justice of the claims of the Pullman employees. He believed in the cause both from a moral and physical standpoint. The golden rule ought to apply to the rich as well as the poor. The men who say "We're doing right because we're making money," are not right. "The diet of the English laborer's family is two pounds of beef a week. You will have less than that if you allow things to go on so that some one else eats the beef that belongs to you by right."

In concluding he congratulated the members upon their splendid organization and noble leader. He cautioned the men against violence and urged them to stand firm and preserve the dignity of the order and they will have the support of the entire nation. He told them they have the sympathy of the public, and added "Stand firm and may God give you victory."

C. Z. Prins and M. G. Macaulay delivered addresses expressing sympathy with the cause of labor and urging the men to persevere in the course they have adopted.

QUIET AT BOZEMAN.

The "Standard" Caused the Only Sensation Down There Yesterday.

BOZEMAN, June 30.—The situation remains the same among the railroad men here to-day. This afternoon Superintendent Finn and Master Mechanic Brown, on engine No. 412, passed through from Livingston on their way to Helena. Engineer Porter and Fireman McCarville made up the crew. They did not stop at Bozeman.

The A. R. U. held a meeting this afternoon and discussed the situation in an informal manner.

The STANDARDS arrived at 5 o'clock on a hand car special. Every copy was easily disposed of, as the people are more than anxious to hear the news. The STANDARD's enterprise was commented upon about as much to-day as yesterday.

LIMA LOCKED UP.

The Strikers Had the Keys and Proposed to Keep Them.

Special Dispatch to the Standard.

LIMA, Mont., June 30.—The strike ordered by President Debs of the A. R. U. went into effect here at 10 o'clock to-night. Only one train was sent out of here for the north to-day and

that train had only part of a crew, Conductor Chubbuck and Engineer Palmer and Assistant Superintendent Van Housen acting as fireman and brakeman, the regular fireman and brakeman having refused to go out. They proceeded without a brakeman as far as Melrose, when Mr. Van Housen had completely played out and the train was tied up in order to give them some rest before trying to take the train over the heavy grades between Melrose and Silver Bow.

The feeling here is in favor of the A. R. U. men and there is much hard feeling expressed at the action taken by Conductor Chubbuck and Engineer Palmer. The Lima local union No. 32 wish to correct an error in the report from the STANDARD's correspondent in Butte, who, on June 30, states that Engineer John Elso was not in sympathy with the A. R. U. men and that he would handle all Pullman cars he could draw with one engine. Mr. Elso was acting under the orders of the chairman of the strikers' committee when he took the Pullman sleeper from Butte. Although not a member of the A. R. U., he is in sympathy with the strikers. In order that Mr. Elso be placed in a proper light among his fellow-workmen, they ask that the STANDARD correct the error. From the latest received by the chairman of the strikers' committee, it is evident that the strike is being rapidly spread over the Union Pacific system.

QUIET AS A CHURCHYARD.

Nothing Disturbing the Peaceful Rest of Last Chance Gulch.

Special Dispatch to the Standard.

HELENA, June 30.—There is no change in the strike situation at the Northern Pacific yards which are as quiet as a churchyard. As yet no move has been made in the courts as anticipated in some quarters.

Among the delayed passengers is one of Uncle Sam's Jack Tars in full sea togs, who is on his way to St. Paul after nine years' service on the Pacific. He has wired his folks that he is becalmed in Last Chance gulch.

ALL OUT AT GLENDIVE.

The Strikers Have the Sympathy of All Classes of People There.

Special Dispatch to the Standard.

GLENDIVE, Mont., 30.—The A. R. U. strike here is gaining friends every hour. After a three hours' meeting this morning all the conductors, firemen and brakemen in Glendive decided to stay with the A. R. U. in this strike. The action of these men gives the strikers encouragement which they did not expect. The reports from everywhere are also encouraging.

A car load of fresh tomatoes and bananas consigned to Butte and Helena parties was sold to Glendive merchants this evening.

DUNDY'S LATEST.

He Says If the U. P. Men Strike He Will Back It to the Hilt.

OMAHA, June 30.—The A. R. U. men here still insist they will not strike at present because they think the provocation too trivial. President Debs threatens to cancel the charter and they told him to do so. If Debs attempts to enforce a strike on the Union Pacific lines in Nebraska or in the United States district under the control of Judge Dundy, he is liable to run against a snag which will land him and all the railway union men who strike, in jail, as the judge emphatically declared this morning that even a refusal of the employees of this road to handle Pullmans would bring them in contempt of court and they would be dealt with accordingly.

Judge Dundy said: "I have made up my mind that in case the men go on strike in the Union Pacific territory in my jurisdiction I will deal with them promptly and effectively if they attempt to interfere with any of the trains or cars."

MANAGERS HAVE THEIR SAY.

They Have No Idea of Compromising and Will Employ Other Men.

CHICAGO, June 30.—The General Managers' association to-day issued the following statement:

The strike embarrasses the freight traffic of the West to the most serious extent of any strike since the eastern labor troubles in 1877 and 1878. The companies have no idea of entering into a compromise with the strikers on any basis whatever. The railroad companies fail to see the justice of the position taken by the A. R. U. of fighting Pullman over the heads of the railroad companies, who have no control over Pullman's movements or his manufacturing business.

The men who are now on strike are considered men who have resigned their positions and who are not anxious to work. Any men who desire employment under the railroad companies confining in Chicago, and are competent, will be furnished positions and will be afforded all the protection that lies in the power of the companies, the police of the city of Chicago, the sheriff of the county of Cook, and the state of Illinois.

Men are being hired in the past and brought to Chicago to take the places of those who will not work. It has been charged by the A. R. U. that the General Managers' association is importing men from Canada. This statement is absolutely false. The railroad companies do not propose to employ any men to take the places of the men now on strike unless such men are American citizens, and wherever we can find who wants to work to take the place of a man who will not work, whether the substitute comes from New York or California, we propose to give him a job and see that he is protected.

At a meeting at Ulrich's hall this afternoon, attended by the members of the A. R. U. and the members of the American Federation of Labor, resolutions were adopted pledging the latter organization to aid in the present strike. The Brotherhoods of Locomotive Firemen, Conductors, Trainmen and Telegraphers were asked to give their assistance.

Attorney General Olney was condemned in his action in reference to the hauling of trains carrying mails as beyond the province of his office. The railroads were condemned for refusing to haul mail cars when detached from Pullman cars, and a committee was appointed to ask Governor Altgeld to revoke the charters of such roads on the ground that they were obstructing the mails.

United States Marshal Arnold received the following reply this afternoon from Attorney General Olney to a telegram sent by the marshals:

You are authorized to employ sufficient deputies to prevent obstructions of mails and to arrest all persons who may attempt such obstructions.

"The amount of it all is," said the mar-

shal, "the time has come for the government to take a hand in all the roads and not in one, simply because it is in the hands of receivers. The mails must be allowed to run. I will appoint as many deputies as may be necessary."

The marshal swore in 50 more deputies today for the Santa Fe. This makes 100 federal officers on duty at the depot and in the yards of that company.

THEY'LL LET DEBS ALONE.

The Railway Managers Agree Not to Arrest the Strikers' Leader.

CHICAGO, June 30.—The General Managers' association issued a call to the United States marshal for more deputies. At their meeting this afternoon the general managers considered the question of arresting Debs and prosecuting him under the United States laws relating to the detention of mails. It was finally decided not to arrest him, thus forestalling any claim to martyrdom.

The Ann street trouble on the Panhandle was precipitated by a brakeman drawing a revolver when the strikers undertook to interfere with him. The fellow was badly handled before he was rescued by the police. General Superintendent Lore of the Panhandle road, on arrival at 130th street, telegraphed that the mob drove the station agent at Riverside from his office, just as he had summoned Lore by telegraph, and then begun the general demolition of the tracks. The station agent barely escaped with his life.

TOOK ONE TRAIN OUT.

The Southern Pacific Gained a Slight Victory Over the Strikers.

SAN FRANCISCO, June 30.—The Southern Pacific company scored its first point over the strikers shortly after 1 o'clock this afternoon, when its southern overland train, the New Orleans express, was successfully taken out of the Oakland yards. The train, which included six mail cars, two Pullmans and several ordinary coaches, had been made up by General Superintendent Fillmore, Division Superintendent Wilder and other division officials. The United States marshal and 10 deputies were on board as guards.

G. B. Clark, a brotherhood engineer, and Thomas Fox, a nonunion steamboat fireman, moved the train which passed down the yard and southward unopposed. This temporary victory seemed to encourage the officials, who soon began to talk again about regular trains. However, the superintendents appeared to have exhausted their resources in moving one overland.

During the day the company maintained only an irregular suburban service. It is declared the company had been offering a bonus of \$1,000 and promises of life employment to the engineers who would remain loyal, but even this inducement failed.

Except for the one overland dispatched this afternoon, the blockade is as complete at all points as it was 24 hours ago. One hundred policemen are on duty in the yards of the Coast division and 100 more are in readiness to move at police headquarters. The yards in Oakland are patrolled by deputy sheriffs.

To-night the chamber of commerce of Oakland and other commercial organizations of this city are endeavoring to arrange a conference between the A. R. U. leaders and the Southern Pacific management. They hope to effect such a settlement of the trouble as will result in the moving of the mails and freight.

SPREADING RAPIDLY.

Denver & Rio Grande and Gulf Roads Twisted in a Knot.

DENVER, June 30.—The railroad strike is spreading rapidly. The Colorado Midland, a branch of the Santa Fe, and the Gulf road are completely tied up to-night and the Denver & Rio Grande is seriously crippled. The Santa Fe sent out the California train via the Colorado Midland, but it got no further than Colorado City, where all classes of employees, except the conductors and engineers, struck this afternoon. Not a wheel is turning on the Midland.

Superintendent Egan brought the Gulf road's train from Texas as far as Pueblo by firing himself. The train crew received a dispatch at Cucharas warning them never to enter Trinidad again. The Fort Worth express out of Denver last night got only as far as Cucharas. The Gulf road's switchmen, firemen and shopmen at Pueblo struck this afternoon, paralyzing traffic.

At Grand Junction all the Denver & Rio Grande trains are stalled.

SARGENT WON'T ENDORSE IT.

He Says the B. of L. F. Men Won't Join the Strikers.

INDIANAPOLIS, June 30.—F. P. Sargent, grand master of the Brotherhood of Locomotive Firemen, who arrived here to-day, said: "The firemen will not join the strikers. The laws of our order prohibit us from taking any part in the struggle against the Pullman company by the A. R. U., and we shall not be drawn into it," said Sargent.

Five more trains were tied up this afternoon at Hammond.

TROUBLES SETTLED.

The Rio Grande and Colorado Junction Roads Will Run as Usual.

DENVER, June 30.—Information was received to-night by the Rio Grande officials that the men at Grand Junction had reconsidered their action to-day. The result is the labor differences on the three roads entering there have been settled to the satisfaction of both sides and trains will hereafter run as usual.

HERE'S A REPORT.

Chicago Sends It Out That the A. F. of L. Is Ready to Strike.

CHICAGO, June 30.—It is reported, but not yet verified that the American Federation of Labor has informed Debs it will go out whenever he desires. The federation is composed of men of various trades, none of which have any connection with railroads.

GOOD NEWS.

At Least Two Roads That Will Run Without Trouble.

CAIRO, Ill., June 30.—The differences with the Big Four and Mobile & Ohio have been adjusted by the A. R. U., and the trains on those roads will not be interfered with.